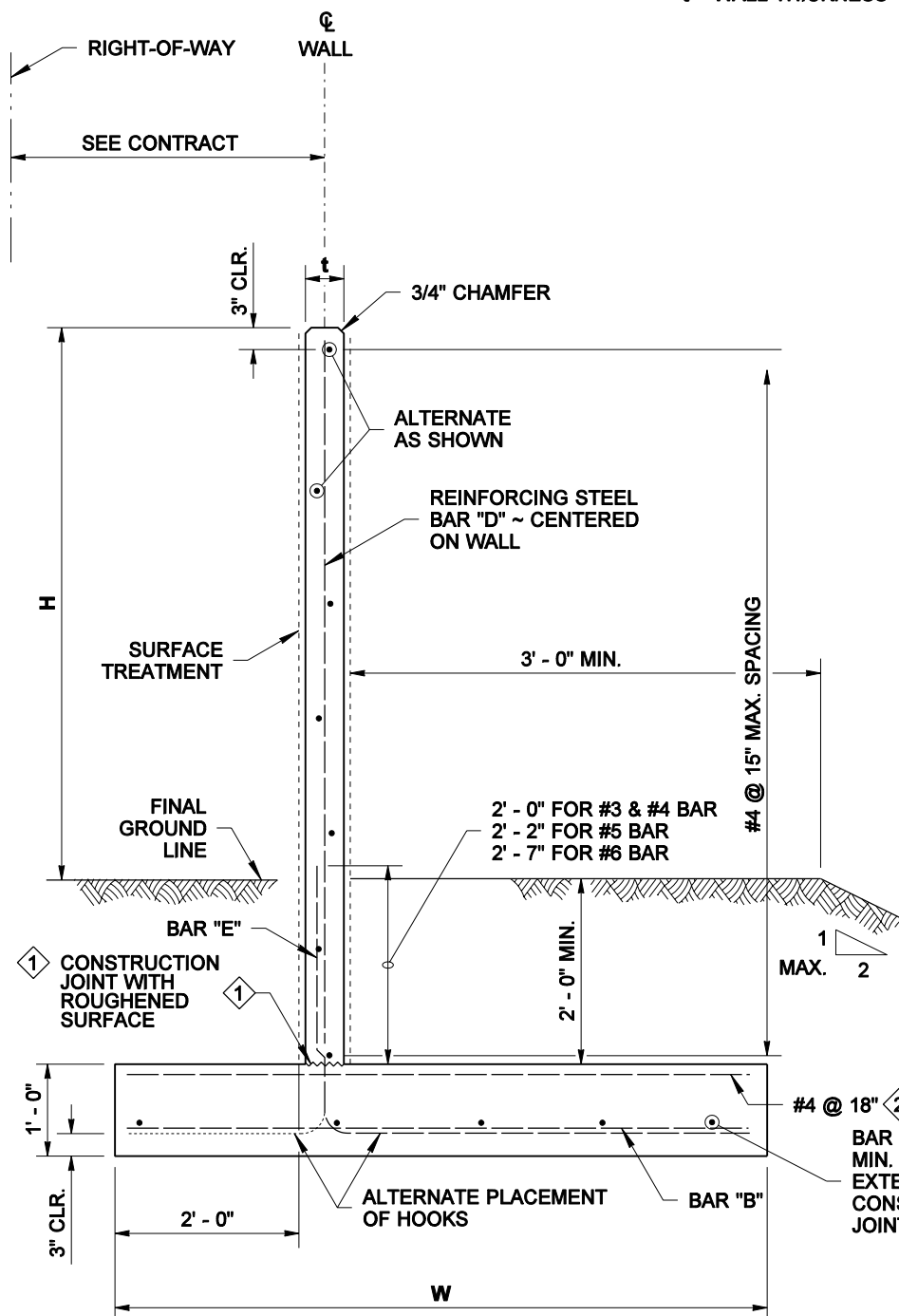


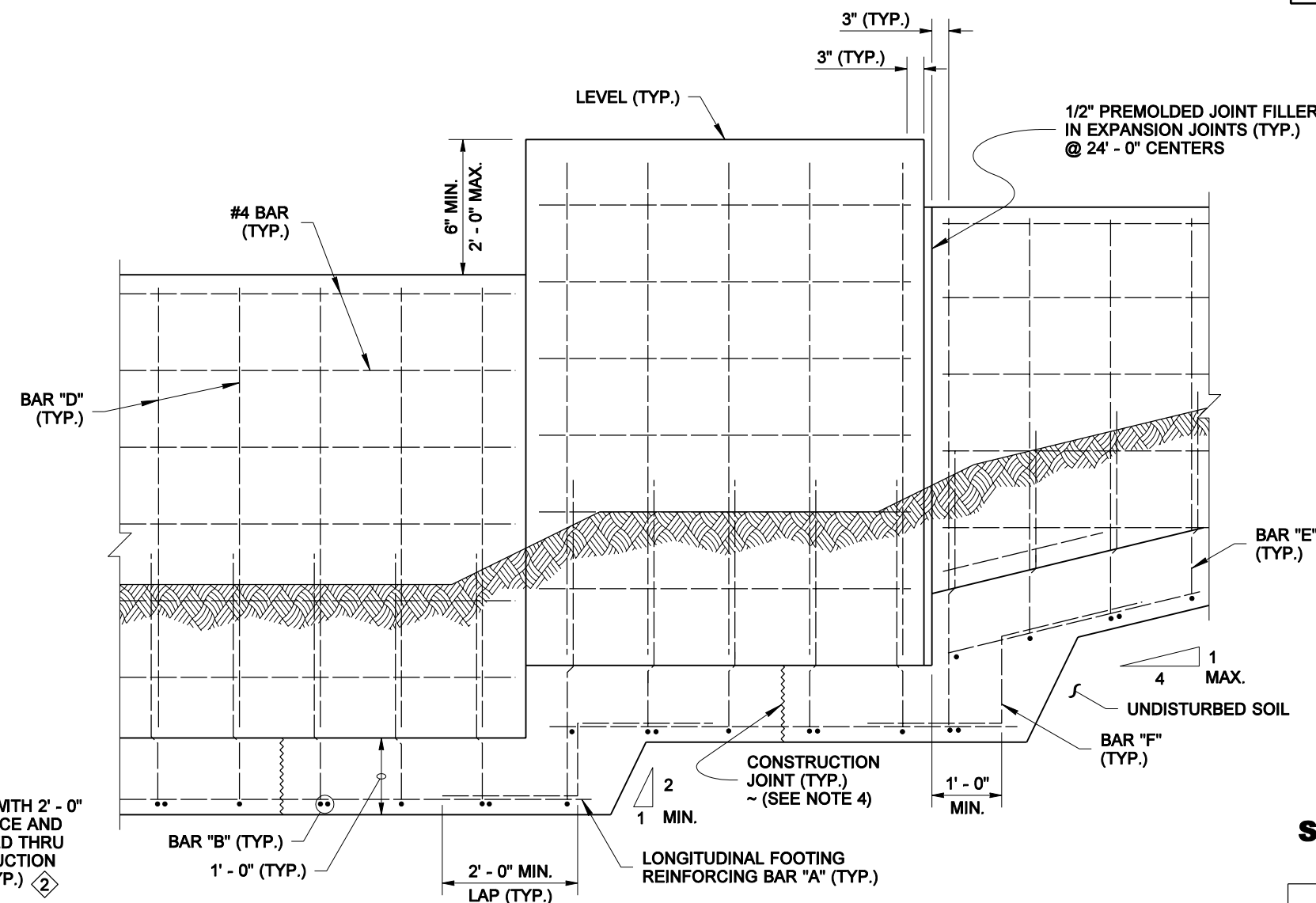
DRAWN BY: ADAM COCHRAN

WALL HT H	TYPE 3A					TYPE 3B					TYPE 3C					TYPE 3D					WALL H H
	W	t	BARS "A"&"F"	BAR "B"	BARS "D"&"E"	W	t	BARS "A"&"F"	BAR "B"	BARS "D"&"E"	W	t	BARS "A"&"F"	BAR "B"	BARS "D"&"E"	W	t	BARS "A"&"F"	BAR "B"	BARS "D"&"E"	
6' - 0"	2' - 0"	5"	3 ~ #4	#4 @ 18"	#3 @ 15"	2' - 3"	5"	3 ~ #4	#4 @ 18"	#3 @ 12"	2' - 0"	5"	3 ~ #4	#4 @ 18"	#3 @ 15"	2' - 6"	5"	3 ~ #4	#4 @ 18"	#3 @ 11"	6' - 0"
8' - 0"	2' - 3"	5"	3 ~ #4	#4 @ 18"	#3 @ 12"	2' - 9"	5"	3 ~ #4	#4 @ 18"	#4 @ 15"	2' - 6"	5"	3 ~ #4	#4 @ 18"	#3 @ 10"	3' - 3"	5"	5 ~ #4	#4 @ 18"	#4 @ 12"	8' - 0"
10' - 0"	2' - 6"	5"	3 ~ #4	#4 @ 18"	#3 @ 9"	3' - 3"	5"	5 ~ #4	#4 @ 18"	#4 @ 10"	2' - 9"	5"	3 ~ #4	#4 @ 18"	#4 @ 12"	3' - 6"	5"	5 ~ #4	#4 @ 18"	#4 @ 10"	10' - 0"
12' - 0"	3' - 0"	5"	3 ~ #4	#4 @ 18"	#4 @ 12"	3' - 9"	5"	5 ~ #4	#4 @ 18"	#4 @ 10"	3' - 3"	5"	3 ~ #4	#4 @ 18"	#4 @ 10"	4' - 3"	5"	5 ~ #4	#4 @ 18"	#5 @ 12"	12' - 0"
14' - 0"	3' - 3"	5"	3 ~ #4	#4 @ 18"	#4 @ 10"	4' - 3"	5"	5 ~ #4	#4 @ 18"	#5 @ 11"	3' - 9"	5"	5 ~ #4	#4 @ 18"	#4 @ 9"	5' - 3"	5"	5 ~ #4	#4 @ 18"	#5 @ 8"	14' - 0"
16' - 0"	3' - 9"	5"	5 ~ #4	#4 @ 18"	#4 @ 9"	5' - 3"	5"	5 ~ #4	#4 @ 18"	#6 @ 12"	4' - 3"	5"	5 ~ #4	#4 @ 18"	#5 @ 11"	6' - 3"	5"	5 ~ #4	#4 @ 18"	#6 @ 9"	16' - 0"
18' - 0"	4' - 0"	5"	5 ~ #4	#4 @ 18"	#5 @ 11"	6' - 0"	5"	5 ~ #4	#4 @ 18"	#6 @ 9"	5' - 0"	5"	5 ~ #4	#4 @ 18"	#6 @ 12"	7' - 0"	6"	5 ~ #4	#4 @ 18"	#6 @ 9"	18' - 0"
20' - 0"	5' - 0"	5"	5 ~ #4	#4 @ 18"	#6 @ 12"	7' - 0"	6"	5 ~ #4	#4 @ 18"	#6 @ 9"	5' - 9"	5"	5 ~ #4	#4 @ 18"	#6 @ 9"	8' - 0"	6"	6 ~ #4	#4 @ 12"	#6 @ 6"	20' - 0"
22' - 0"	5' - 6"	5"	5 ~ #4	#4 @ 18"	#6 @ 9"	7' - 9"	6"	6 ~ #4	#4 @ 12"	#6 @ 6"	6' - 6"	6"	5 ~ #4	#4 @ 18"	#6 @ 9"	9' - 0"	7"	7 ~ #4	#4 @ 12"	#6 @ 6"	22' - 0"
24' - 0"	6' - 3"	5"	5 ~ #4	#4 @ 18"	#6 @ 9"	8' - 6"	7"	6 ~ #4	#4 @ 12"	#6 @ 6"	7' - 6"	6"	6 ~ #4	#4 @ 12"	#6 @ 6"	9' - 9"	7"	7 ~ #4	#4 @ 15"	#6 @ 6"	24' - 0"

t = WALL THICKNESS



TYPICAL SECTION



ELEVATION

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE. THE ORIGINAL, SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION, IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

NOTES

1. Wall to be designated Noise Barrier Wall Type 3A, 3B, 3C or 3D. The Contract specifies actual wall designations.
2. For intermediate wall heights not listed, use the next higher H.
3. Panels shall have at least 3 feet of level ground on each side.
4. Construction joints in the footing shall be spaced at 120 feet maximum.

WIND EXPOSURE & VELOCITY		
NOISE BARRIER TYPE	WIND EXPOSURE	WIND VELOCITY (MPH)
3A	B1	80
3B	B1	90
3C	B2	80
3D	B2	90

CAST-IN-PLACE CONCRETE WALL ON OFFSET SPREAD FOOTING



EXPIRES AUGUST 23, 2006

NOISE BARRIER WALL TYPE 3

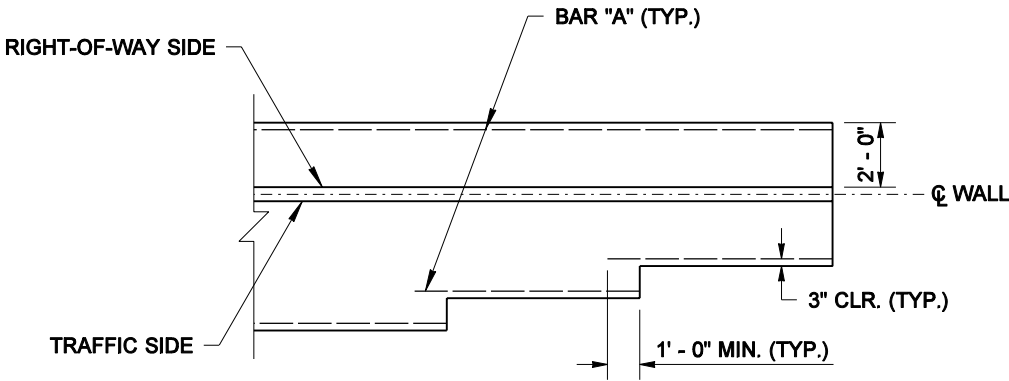
STANDARD PLAN D-2.06-00

SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION

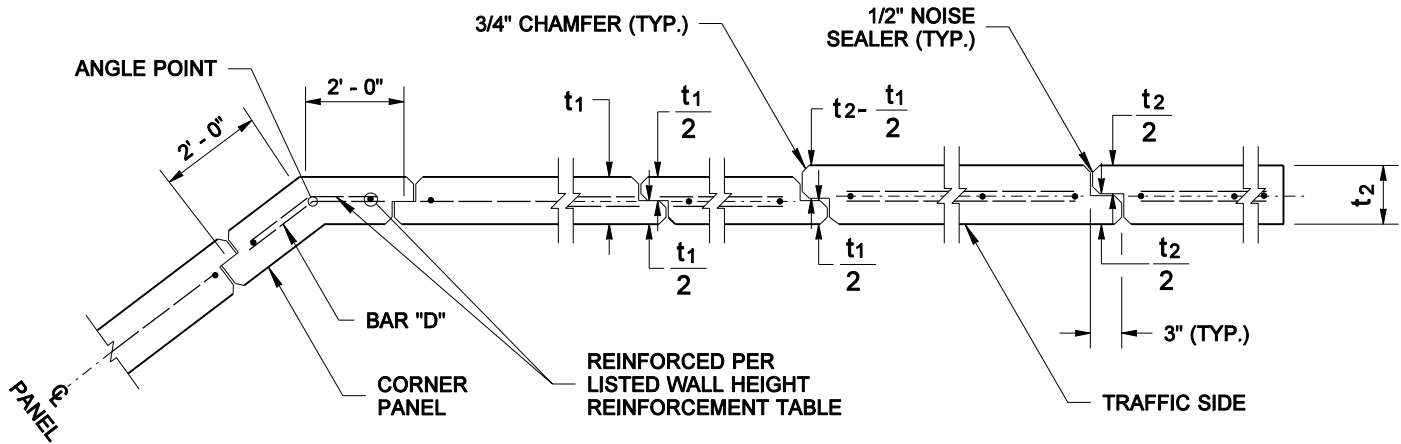
Harold J. Peterfeso 11-10-05


 STATE DESIGN ENGINEER _____ DATE _____
Washington State Department of Transportation



(TRANSVERSE BARS NOT SHOWN)

FOOTING WIDTH TRANSITION DETAIL
FOR LOCATIONS WITHOUT FOOTING STEP



JOINT AND CORNER DETAIL

**CAST-IN-PLACE CONCRETE
WALL ON OFFSET
SPREAD FOOTING**



EXPIRES AUGUST 23, 2006

**NOISE BARRIER WALL
TYPE 3**

STANDARD PLAN D-2.06-00

SHEET 2 OF 2 SHEETS

APPROVED FOR PUBLICATION

Harold J. Peterfeso

STATE DESIGN ENGINEER

11-10-05

DATE



Washington State Department of Transportation

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